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THE HONGKONG DISPENSARY.

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Only communications relating to the new columns
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Correspondents must forward their names and ad-
dresses with communications, and they must be
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All letters for publication should be written on
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The Daily Press.

HONGKONG OFFICE: 14, DEANWATER ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 10th August, 1903.

Of how, whilst being absolutely truthful, a telegram may be made to suggest absolute falsehood, we have had one or two recent examples in German telegrams. We have no need here to misadvert on the traditional policy of Germany with regard to Russia, which is, as all the world knows, one of extreme caution, at times almost verging on timidity. That is her own affair; and she is doubtless herself convinced that all is right and square as between Russia and Japan, and that the encroachments of the former on Manchuria, and more recently on Korea, do not in any way compromise the position of Japan. It is quite true that the continuous telegrams issued from Laffin's Bureau, stating that war between Russia and Japan was imminent, have turned out so far to be untrue; but the conclusion attempted to be inferred that they were "all nonsense" is by no means borne out by the circumstances of the case. Russia, indeed, though her methods are not as those of the more civilised nations, and partake largely of what we are accustomed to designate as Asiatic duplicity, is by no means novel in her ways, and indeed has a trick of unconsciously repeating herself, which is inconsistent with the highest diplomacy. The situation has, in fact, been strained to the point of endurance, and it has only been the tact and calmness of Japan, doubtless influenced from England, which has prevented up to this an open breach. In many respects, and in none more so than in the action of Russia in occupying in time of peace territories that do not belong to her, the situation exactly reproduces the course of events preceding the Crimean war. On that occasion the Tsar himself had got into a childish contest with Turkey

wherein was concerned nothing of greater importance to the world at large, nor indeed to the Latin and Greek Churches, which were supposed by the Tsar to be particularly interested, than the possession of a duplicate key and the fixing of a silver star in an ancient church. After keeping Europe for months in a ferment, Lord Stratford de Redcliffe, who had opportunely returned to his post at Constantinople, by the exercise of a small amount of commonsense settled the weighty question in a couple of weeks, and to the satisfaction of both of the would-be belligerents. But though the sore was healed the pain remained, and was aggravated by the fact that it was an Englishman who had rescued the Tsar from the consequences of his own childishness, so the next step of the Tsar, who at the moment, unlike his great grandson, was *de facto* the Russian Government, was in time of peace to make a demand of the Sultan to let him [the Tsar] manage the other's household. This not being agreed to, the same silly talk of private and secret treaties, and of the great loss the Sultan was undergoing through not shutting his eyes and trusting in the assurances of his benevolent friend and neighbour, was forced on the Government of the Sultan, and the good intentions of Russia towards Turkey were as usually pressed as in the present case her amiable wishes for the stability of China are being paraded before all the Courts of Europe. Unfortunately for his project, the Tsar, in a moment of temporary aberration, to which fortunately most wrongdoers are liable from time to time, made one evening the British Ambassador at St. Petersburg his confidant, so far as to entrust to him his pretty scheme for the division of the heritage of Turkey. "Turkey," he said, "is a sick man—irrevocably sick, in fact on his death-bed, and his heritage must be shortly divided. Now I would not like to do anything without the participation of England. There's Constantinople; well, I won't let you take that, but there are other places, and I don't much mind what you take, only your must leave me Constantinople." "But, Sir, the patient is not yet dead, and it is not customary to divide the estate till the breath is out." We know the result; but the Tsar has not yet been able to move his winter palace to the mild waters of the Bosphorus, and the Turkish Empire still exists. The parallel is none the less striking that in the present case the autocrat NICOLAS I. has given place to the comparatively young and energetic Tsar, and the same as well as the objects. Peking and the fertile lands of Manchuria and Korea are as tempting as the wide lands of the Balkan Peninsula, and the empire of the Pacific is as sweet a subject of Russian ambition as the command of the Levant. But there is a difference; with all his faults, and they were many, Augustus never listened to Russian threats, nor did he in return for Russian gold consent to render to the stranger the heritage of his fathers. Russia too has learnt a lesson, and this time she has not made England the repository of her disgraceful secret. Whether, like the wife of Midas, she has found a sympathetic marsh to hear that her chief has as a swaying reed as yet whispered to the world what she would fain conceal but dare not contain. The recipient of the secret this time is certainly not England. Nay, she has plucked up heart of grace, and in the person of the Times Correspondent has indicated to Sir CHARLES SCOTT that she wants no English counsel. But though the soughing winds have not yet carried her story, her aims are none the less clear than were those of the great Autocrat, whose ways she so awkwardly essays to follow. NICOLAS I., in the moment of his vexation, when Turkey finally refused to extinguish herself, it is recorded, in the silliness of his despair summoned the chief of his staff, and ordered his troops at once to cross the Pruth, the last act which in time of peace was equivalent to throwing down the gauntlet in the face of Europe; and Europe, possibly more regardless of its rights and interests than the Europe of to-day, accepted it as such. But in those days, as in these, there were those who sincerely desired peace, and who to their honour left not a stone unturned to prevent, even at considerable sacrifice, the horrors of war from breaking forth. So far the German telegrams tell what is but simple truth. "The French and even the English Press are trying to tranquilise public opinion. The United States Government [tries to make itself] fully satisfied as to the course events have taken, and is now waiting the official statement of the Russian Government as to the future of Manchuria." So the European states waited in 1853 for some declaration of Russia of which they could avail themselves to compel, if necessary, the acquiescence of Turkey. The declaration, however, came

not, but in its stead the barbarous slaughter of Sinope, when the Russian fleet without declaration of war bore down upon the unprepared ships of Turkey in the harbour of Sinope, and wiped them out of existence. Russia has changed her mind but not her methods, and as in 1853 the dignified moderation of the Turkish Sultan warded off from Europe for nearly a year the outbreak of a war she had never provoked, so exactly half a century later it has fallen to the lot of Japan to uphold similarly the peace of the world in a case of equally brutal and unprovoked aggression. The danger is none the less real that by studied moderation Japan has hitherto averted it, but the outer world little knows how near it has been to a war which for good or evil must affect the future not only of Eastern Asia, but of the whole world. For the present, perhaps fortunately for our peace of mind and happiness, these things are hidden away in the mysterious drawers of the various Foreign Offices, but the danger is none the less real that it has not been shouted out on the house-tops. It is true that England, so far as the world knows, has not at hand the services of a STRATFORD CANNING, but then on the other hand Russia is not ruled by the autocrat NICOLAS I. We can only hope for the best.

It is notified in the *Gazette* that Police Sergeant 42 Sim has been appointed an inspector of nuisances at Stanley.

Yesterday was the first anniversary of the Coronation of King Edward, and the men-of-war in harbour dressed ship in celebration of the occasion.

There was one case of plague reported on Saturday, the dead body of a Chinese being found in Cheuk On Lane. This brings the year's total up to 1,382.

A London paper relates that while an Englishman was playing golf on the links at Rokkosa, Kobe, Japan, a crow swooped down, seized the ball and flew away with it.

The introduction of the new Conant peso in Manila has occasioned a furore in commercial circles on account of the difficulties experienced in teaching its value, says a Philippines journal.

The Harbour Master notifies that a stone junk lies in the Canton River just above the Second Bar Creek. Her masts are above water at present, and the wreck is a danger to shipping navigating the river.

A Paris telegram states that M. Santos Dumont will enter two flying-machines in the races at the St. Louis Exposition. He has perfected his machines so that he can sail 40 miles an hour without a halting start.

Contrary to expectation, Sir Ernest Satow, H. B. M. Minister at Peking, left on Saturday afternoon for Shanghai on the P. & O. steamer *Samatra*, which, on passing H.M.S. *Tamar*, was saluted by that vessel. H.M.S. *Vengeance*, on which his Excellency was expected to make the trip North, left the harbour at ten o'clock on Saturday morning, and may possibly convey the Minister farther North.

The Finance Committee of the Philippine Conference of the Methodist Church is going to erect a magnificent building in Manila shortly, says the *Call*. The proposed structure will cost \$35,000 and will be one of the most attractive pieces of church architecture in the Orient. The edifice will be known as the Knox Memorial Church and is to be located on the corner of Calle Corcuera and Calle Lopez de Vega in the Trozo district, nearly opposite the National Theatre, on the site of the old Oriental Theatre.

The following returns of the average amount of bank-notes in circulation and of specie in reserve in Hongkong, during the month ended 31st July, 1903, as certified by the managers of the respective banks, are published in the *Gazette*—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	3,381,275	1,700,000
Hongkong and Shanghai Banking Corporation.	10,143,923	7,000,000
National Bank of China Limited.	429,752	15,000
Total.	\$14,554,950	\$8,700,000

The programme which should have been given by the band of the 33rd Burma Infantry, on the new Parade Ground, on Monday last, will be performed by the same band this afternoon. In addition the pipes of the Regiment will play the following programme:—
March "The Camera Men"
March "The Blad Beart"
March "John Bain Mackenzie"
March "The Earl of Marlehead"
March "The Cock of the North"
March "74th's Farewell to Edinburgh"
Strathpey "The Cameronian"
Reel "Captain M'C."

A San Francisco paper relates that the captain and officers of the China Commercial Co.'s s.s. *Ching Wo* experienced some trouble at Manzanillo, Mexico, last trip, when 840 Chinese coolies taken there from Hongkong grew troublesome as the result of the long detention in quarantine, and threatened to board the steamer's officers overboard, being only prevented from making an assault by the timely raising of the quarantine and the arrival of a regiment of Mexican soldiers. Measures will be taken in time to keep the Chinese under proper subjection on the next occasion.

TELEGRAMS.

REUTER'S SERVICE.

THE NAVAL MANOEUVRES.

LONDON, 6th August.

The naval manoeuvres begin on an unprecedented scale and extend from Berehaven to Madeira.

THE LONDON EDUCATION BILL.

LONDON, 6th August.

The London Education Bill has passed the third reading in the House of Lords.

THE SUGAR CONVENTION BILL.

LONDON, 6th August.

The Sugar Convention Bill has passed through Committee in the House of Commons.

THE NEW POPE.

LONDON, 6th August.

The Coronation of the new Pope will take place on Sunday, but the Pope not having communicated his election to the Government, Signor Zanardelli has instructed the State officials not to participate in the fêtes to celebrate the occasion.

THE NEAR EAST.

LONDON, 6th August.

The Porte in a note to the Powers declares that it is impossible to withdraw troops from Macedonia and describes the situation as very serious.

RIOTS AT L'ORIENT.

LONDON, 6th August.

Serious strike riots have occurred at L'Orient; the mob stoned and stormed the Court, where one of the strikers was being tried, and then attacked the Cavalry and Gendarmes who had reinforced the Artillery. Fighting lasted three hours.

THE GOVERNOR-GENERAL OF AUSTRALIA.

LONDON, 7th August.

Baron Northcote has been appointed Governor General of Australia.

UNREST IN ARMENIA.

LONDON, 7th August.

In December last the British and Russian Ambassadors in Constantinople, in consequence of which the Porte instructed the Valis to vigorously repress the excesses of the Kurds. The British Vice-Consul at Bitlis has been ordered to proceed to and report on the situation and excesses in Macedonia. Eight Turkish battalions have been sent to Monaster. N.B.—It is uncertain whether the words "In December" in the second paragraph of above message refer to the appointment of Baron Northcote to Armenia. (R. T. Co., Ltd.)

THE UNREST IN RUSSIA.

LONDON, 7th August.

The unrest in Russia is unabated. Cossacks fired on 2,000 strikers at Kieff, killing three and wounding twenty-four.

"TOM, DICK, AND HARRY."

Arrangements are now complete for the Pollard season. The Company are to arrive on Tuesday and the initial performances will be given on Wednesday night, the pieces chosen being the famous London farce-comedy success, *Tom, Dick, and Harry*. The following is a brief outline of the plot:—Tom, Dick, and Harry are three young men about the same height, weight and build. Each has a fair beard, moustache, and hair. All dress alike, speak alike, and even wear the same coloured ties and hat-bands. In fact, it is impossible to say who's who. Three charming women get hopelessly mixed up with the trio, one of whom is married while the other two are engaged, while the enraged takes liberties with the married. The whole thing becomes so hopelessly involved that to detail the plot would fill several columns.

The strongest character in the play is that of General Rufus Stanhope, an apoplectic, dyspeptic, rheumatic old Anglo-Indian, played capably by Mr. Edward Noble. The old gentleman explodes about every five minutes in a paroxysm of rage, caused invariably by his vainglorious mistakes in connection with the young men's resemblance to one another. Tom, Dick, and Harry, played respectively by Messrs. Watson, Carr, and Ellison, are the most amusing trio possible, darting in and out, threatening each other lives, always in the wrong place and the wrong woman's arms at the wrong time, coming through doors into wrong rooms and generally so mad in their behavior that everybody imagines himself or herself the only sane person on the stage.

BOXING AT THE CITY HALL.

There was a large attendance at the City Hall on Saturday night on the occasion of the contest between Jack Grace of America and Sam Newman of Manila. The preliminary bouts provided some good sport. Barrett, R.E., was to have opened the ball with an eight-round encounter with Callaghan of the *Vengeance*, but, in the absence of the latter, Barnes of the *Albion* stepped into the breach and despite of being out of training and at a disadvantage as regards reach and height he put up a very good fight which Referee Mike Collins declared a draw. Mr. J. Logan was time-keeper and Mr. W. Waters M.C. Next on the list of events was a six-round contest between Cohen and Marriott of the Dorbyshires. Of a lively tussle Marriott had slightly the best show, due in no little degree, someone suggested, to the way in which Cohen's second, Syd Jones, piloted his man with the water-bottle. This also was declared a draw. A novel encounter followed, Five men of the garrison entered the ring. One took his stand in the middle and one at each of the four corners. On the call of time the corner-men rushed upon the fifth and attempted to down him. Then the fight became general and in a few moments three men had been downed and thus put out of action. The remaining two fought out the event and Sapper Rodgers carried off first honours.

After three rounds between Cohen and Connolly and six between two Naval men, the ring was got ready for the big fight of the evening. Mr. Waters was elected referee, Mr. E. G. Jordan held the watch, and Mr. Logan was check timekeeper. As Grace and Newman stepped into the ring they were accorded a hearty round of applause. Both looked remarkably fit and the general opinion was that they were a well matched pair and that a capital contest was assured. In the first round Grace opened the attack, after some wary sparring, with a jab with the right, landing on his opponent's neck. There were not many blows given or received on either side, but Grace had what advantage there was. In the second round Newman got home a heavy swing on Grace's face and followed up with some telling body-blows which made Grace look groggy and eventually sent him to the floor. He was on his feet, however, half-way through the count and spent the rest of the round in defence. Things were reversed in the next round; Grace did all the pressing and landed some nasty jabs, left and right, on Newman's face and neck, and at length forced his opponent to his knees. Newman took advantage of the count, Grace commenced a fierce attack in the fourth round and sent in a left shoulder blow which Newman responded to with a powerful counter on the ribs. Hard hitting ruled for the rest of the round, Newman getting home on his opponent's body and Grace swinging effectively at Newman's face. In the fifth round Grace attacked so hotly that he again forced Newman to the floor, and when time was called Newman was still pressing hard and keeping Newman on the defensive. In Round No. 6 Newman did not look particularly fresh when he left his corner and Grace hustled him around the ring, raining in heavy blows on the face and ribs; Newman however showed a sturdy defence towards the end and got in one or two telling body-blows. Grace came up smiling at the call of time and forced the pace, landing several stinging blows on Newman's face. Newman at last found an opening and sent in a mighty upper cut that took effect on Grace's jaw, upon which Grace obviously lost his temper and was guilty of lifting his foot. But no harm was done. Referee Waters administered the necessary warning and the fight proceeded. In the next round Newman forced his man against the ropes and received a punishing blow on the head for which he afforded Grace an opening. When men were now showing the effects of the hard work they had been putting in. Grace had all the ultimate advantage in the next round, the ninth; he did not show up very well to begin with but during the last half of the round he got in some stinging leads and counters and an upper cut that landed on the point of Newman's jaw and made him stagger. So far Grace appeared to have had the most of the fight, and therefore that which happened in the tenth and last round was all the more surprising. From something approaching a clinch Grace sent in two hard blows on the ribs and followed up with a couple of hard punches on the jaw from his right. Newman took his punishment more than gamely and rushing in under Grace's defence he sent in a succession of swift short jabs that made Grace wince and drew blood from both sides of his face. Then came the finish. Grace again lost his temper, and being carried away no doubt by the excitement of the moment, he lifted his foot and kicked Newman—a palpable kick. Referee Waters very rightly sent the men to their corners and awarded the fight to Newman. The round had gone 2 minus 35 seconds when the foul occurred. Newman's victory was warmly cheered by the audience, and he deserved the ovation for the plucky fight he made of it and the good temper with which he took the pretty heavy punishment that Grace inflicted.

WEATHER REPORT.

The Hongkong Observatory, on the 8th inst. issued the following report:—
Black North Cone lowered.
The barometer has fallen over E. Japan, risen over the S. and S.E. coasts of China.
The typhoon, which entered the coast near Amoy yesterday morning, has probably continued to move NW. over China as a depression of decreasing intensity.
Pressure remains high over the Loochoos.
Fresh S. monsoon along the China coast and over the N. part of the China Sea.
Forecast:—Fresh to moderate S. winds squally, showery.
Telegraphic communication between the Observatory and Hongkong is interrupted.

BOWLING MATCH AT KOWLOON.

A team from the Kowloon Docks met a team of Kowloon residents in a match at the Bowling Green, Kowloon, on Saturday afternoon, and the result of an unfinished game was 37 points for the Docks men against 18 for their opponents. The match, which was postponed from the previous Saturday, aroused much interest, and as both teams were strong a good contest was anticipated. At the last moment, however, two of the Kowloon eight, Messrs W. C. Jack and J. Galt, failed to put in an appearance, and their places were taken by Messrs T. Skinner and G. R. Edwards. The Docks team was as originally selected, and the composition of both as follows:—

KOWLOON DOCKS.	KOWLOON.
A. G. Ewing	J. Macdonald
D. Gow	A. W. Laverton
J. Kinnear	T. W. Robertson
J. Kyles	A. Gibson
E. J. Main	C. F. Fockon
J. Parkes	T. Skinner
W. Deas	G. R. Edwards
J. Ramsey	A. Ritchie

Two risks were played, of which the ships were—No. 1 risk—A. G. Ewing and J. Macdonald; No. 2 risk—D. Gow and A. Ritchie. The greens were a trifle heavy, but not so bad as to materially affect the game; the only drawback was the falling light, which made it impossible for No. 2 risk to finish the sixteen heads the sides agreed to play. No. 1 risk managed to get through them all, but the other risk only completed thirteen—an unlucky number for the Kowloonites, who were five behind when the last bowl was rolled. The Docks men played a good, consistent game, and on No. 1 risk, where Mr. Deas showed excellent form, led their opponents all the way, finishing up with 24 against 10. On the second risk the contest ran on closer lines, but when it was interrupted by the gathering darkness the Docks representatives led the others by 13 to 8, the total scores for the respective sides then being—Kowloon 37; Kowloon Docks, 18.
A return match will take place on Saturday, 22nd inst.

SUPREME COURT.

Saturday, 8th August.

IN APPELLATE JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GORDMAN (CHIEF JUSTICE).

OHIO HOOK LAM (APPELLANT) AND THE ATTORNEY-GENERAL (RESPONDENT).

His Lordship said:—In this case, the Attorney-General, the respondent, appears in person in support of his motion, and no one appears for the appellant, who, yesterday, gave notice that he withdrew his appeal. By section 16 of the New Territories Land Court Ordinance, No. 18 of 1900, a claimant dissatisfied with a decision of the Court, where the value of the claim is over \$5,000, may, within 14 days from the date of such decision, apply to the Chief Justice for leave to appeal to the Full Court. In this case, notice of motion headed Ohio Hook Lam, appellant, and the Attorney-General, respondent, was given and filed on 7th August, 1901 (the last day for moving for leave), that "the Court" withdraw leave that day by Mr. Francis, K.C., for such leave to appeal from the Land Court's decision. The notice should have said that the "Chief Justice" would be moved, but it did not say so, and the notice would have been better filed sooner, as when not filed till the last day it is possible the Chief Justice may be occupied in other cases. It must be borne in mind that the actual motion must be made within the fourteen days, and it is not enough that a motion paper be filed within that time. However, in this case the motion was made and mentioned in Court on 7th August, 1901, and was adjourned sine die by the then Acting Chief Justice. Considering that the Legislature has fixed a limit of fourteen days for moving, the fact for one moment appears that the learned judge in adjourning the hearing of the motion *sin die* intended, or that the appellant thought he intended, that the motion might be brought on again a year or two later. It was, in the circumstances, the duty of the applicant and his solicitor to apply within a reasonable time for the Court to fix a day for the further hearing. With an appeal hanging over the decision of the Land Court, the title of the land must remain in an unsatisfactory state, and this the appellant must have known full well. Nothing having been done for nearly two years to bring on the motion for leave to appeal, the Crown Solicitor wrote to the appellant on 26th June, 1903, saying: "As the Government desires that the title to the land may be cleared up, I am directed to give you notice that unless you either proceed with the appeal or abandon it within one month from date, application will be made to the Court to strike out the appeal." This was perfectly reasonable, but, instead of abandoning the appeal, the appellant insisted till 25th July, the day before the month had expired, and then, through his solicitor, writes asking for two months' further time. Naturally, the Crown Solicitor, acting for the Attorney-General, the respondent mentioned in the appellant's original motion paper, declines, and adds: "I propose to take steps to bring the matter before the Court as soon as possible." Accordingly, on 1st August, 1903, the Crown Solicitor, having obtained leave to serve notice of motion for to-day (8th August) filed and served his notice of motion that the Court would be moved that the application for leave to appeal filed on 7th August, 1901, might be dismissed for want of prosecution. Again, waiting till the last day, the applicant's solicitor writes, on 7th August, 1903, that on behalf of the appellant they beg leave to withdraw the appeal. The Attorney-General appears here to-day, in pursuance of the notice of motion, to explain the facts to the Court and to ask the Court to deal with the question of costs. It is unnecessary to formally dismiss an application which has been withdrawn, but I must deal with the costs. In my opinion, the appellant has not dealt properly with the Court or the respondent. He had no right, after waiting nearly two years, to make up his mind whether he would or not proceed with his motion for leave to appeal, thus taking undue advantage of the adjournment *sin die*, to have expected a further indulgence of two months. It was right, therefore, for the respondent to bring the matter before me, for the Court has inherent jurisdiction to prevent the abuse of its process, and unless the Attorney-General had attended to explain the position of the matter the Court would not have been able to deal with it. I therefore allow the cost of this motion, including the appearance of the Attorney-General (the respondent) and direct that they be paid by the appellant, Ohio Hook Lam.

IMPERIAL BANK OF CHINA

N.
ESTABLISHED BY IMPERIAL DECREE OF THE
12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL—Shanghai Tls. 5,000,000
PAID-UP CAPITAL " " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

Canton	Hankow
Chefoo	Peking
Chinkiang	Penang
Chungking	Singapore

Thientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above

places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS

At 2% per annum on Current Account daily balances.

3% per annum on Fixed Deposits for 3 months.

5%	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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H. W. BOUTER
 Manager. 123
 Hongkong, 1st January, 1907.
PUBLIC COMPANIES
HONGKONG, CANTON AND MACAO
STEAM-BOAT COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE DIVIDEND at the rate of 10 PER
 CENT. OR \$1.50 PER SHARE declared at the
 Ordinary Half-yearly Meeting of Shareholders
 held this day will be payable at the HONG-

KONG AND SHANGHAI BANKING
CORPORATION, on and after WEDNES-

DAY, the 5TH AUGUST, 1933.
Shareholders are requested to apply to the
Office of the Company for Warrants.
By Order of the Board of Directors,
J. GOOSMANN,
Acting Secretary.
Hongkong, 5th August, 1933. [2206]

HONGKONG & SHANGHAI BANKING
CORPORATION.

NOTICE IS HEREBY GIVEN that
the ORDINARY HALF-YEARLY

MEETING of the **SHAREHOLDERS** in
this Corporation will be held at the CITY

HALL, Hongkong, on SATURDAY, the
15th day of AUGUST, at Noon, for the
purpose of receiving the report of the Court of
Directors together with a Statement of
Accounts to 30th June, 1963.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd July, 1963. [2063]

HONGKONG & SHANGHAI BANKING
CORPORATION.

NOTICE IS HEREBY GIVEN that the
MEETING OF THE COURT OF DIRECTORS

Corporation will be CLOSED from SATUR-

1921, the 1st, to the 10th day of AUGUST
(both days inclusive), during which period no
Transfer of Shares can be registered.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 22nd July, 1903. [2004
HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE ORDINARY HALF-YEARLY

MEETING of SHAREHOLDERS

Queen's Buildings, Connaught Road, on
MONDAY, the 24th AUGUST, at one o'clock
NOON, for the purpose of receiving the Report
of the Directors and the Statement of Accounts
to the 3rd June, 1933.

The TRANSFER BOOKS of the Company
will be CLOSED from the 16th to 24th
AUGUST, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary

Hongkong, 30th July, 1933. [1259]

HUMPHREY'S ESTATE AND FINANCE

COMPANY, LIMITED.

IT IS HEREBY GIVEN THAT an EXTRAORDINARY GENERAL MEETING of WIMPREY'S ESTATE TRADING COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 33 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY the 31st day of OCTOBER, 1993, at Noon, when the Subjoined Resolutions will be proposed:

1. "That the Capital of the Company be increased from \$1,00,000 (divided into 100,000 shares of \$10 each) to \$1,50,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if

accepted to be allotted to the present shareholders of the Company at par in

the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."

2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—

"The remuneration of the General

Managers shall be \$4,000 per annum
(which shall cover office rent but not

salaries of Secretary and other employees; and a commission of 5 per cent. of the net profits of the Company, for each year that such profits amount to 7 per cent. of the Capital of the company."

Should the above Resolutions be duly passed they will be submitted for information as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 24th day of July, 1903.

JOHN D. RUMPHREYS & SON,
General Managers.

1903

HIRANO WATER

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.
THE LEADING MINERAL WATER OF THE EAST.
Bottled in Japan by H. E. REYNELL & Co.
BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO. AGENTS.

Hongkong, 31st July, 1903. [2166

HONGKONG
BUSINESS DIRECTORY

BOOKBINDING
"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN
A. CHIE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters. Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade,
best and cheapest. 8, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 19
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Rome

PHOTOGRAPHER

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8A, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE
Proofs read by Englishman.

STURKEEPPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann's Ration's Genuine Com-
position Red Hot Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

MORE & SEIMUND,
25 and 26, Connaught Road, Praya Central.
Shipchandlers, Sailmakers, Riggers,
Commission Agents and General
Storekeepers; Sole Agents for
Shipowners' Composition ("Grey-
hound Brand") and Bluebell's
Spence & Co.'s Composition

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates

NOTICE TO LADIES.

MADAM FLINT wishes to inform her
Ladies Patrons and the General Public
that she has now REMOVED to the GON-
NACET HOTEL, FIRST FLOOR, where she
is opening up, on a more extensive scale,
DRESSMAKING and MILLINERY
PARLOURS, which will be known as
MADAM FLINT & CO.

MODE DE PARIS.
MADAM FLINT is leaving for Paris on
the 11th INSTANT, and will be pleased to receive
orders from Ladies desiring any special gowns,
in the way of LINGERIE, DRESSES, and
HATS in any particular fashion or design, &c.
She will also bring out new goods for the
BALL and RACE SEASONS.

MADAM FLINT also begs to inform the
Hongkong Ladies that, in order to make room
for the New Stock, she will hold a CLEAR-
ANCE SALE at her new establishment,
commencing on the 8th INSTANT, when some
very cheap bargains will be offered.
Hongkong, 3rd August, 1903. [2188]

CHONG SHING.
GENERAL EXPORTERS.

DEALERS IN
JEWELLERY, DIAMONDS, PEARLS
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERIES AND
CHINESE CHUROS.

Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. I. GAUPP & Co.).
Hongkong, 16th May, 1903.

TO LET

"STILLINGFLETE" PEAK ROAD.
No. 10, WYNDHAM STREET.
GROUND and 2ND FLOORS of No. 3,
OLD BAILEY.

No. 10, SEYMOUR TERRACE. \$80
Exclusive of Taxes.
No. 24, CAINE ROAD. Nine Rooms.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
Hongkong, 11th August, 1903. [1396]

TO LET

NO. 1, CAMERON VILLAS (Peak).
A Six-Roomed Bungalow in first-class
condition.
Apply to—
LINSTED & DAVIS.
Hongkong, 24th June, 1903. [1818]

GODOWN TO LET.
No. 155, PRAYA EAST. Spacious Two-
storied Godown. Suitable for Yarn or
Coal.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 11th July, 1903. [1939]

TO LET

NO. 12, CASTLE ROAD.
Nos. 15, 17, '9 and 21, SEYMOUR ROAD.
GODOWN, No. 32a, PRAYA EAST.
Apply to—
COMPRADORE DEPARTMENT.
Nippon Yusen Kaisha.
Hongkong, 6th August, 1903. [2218]

TWO SPACIOUS NEW GODOWNS.
very suitable for Dry Goods.
Apply to—
W. LISAUGHT.
153, Wanchai Road.
Hongkong, 15th April, 1903. [1153]

TO LET.

NO. 2 "MAGDALEN TERRACE,"
MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st July, 1903. [73]

TO LET.

FLATS in MORETON TERRACE.
CAUSEWAY BAY, facing the Polo Ground.
No. 2, RIFON TERRACE (in FLATS).
GODOWN at BOWRINGTON (PRAYA
DART).

HOUSES in LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 8th June, 1903. [71]

TO LET.

2ND FLOOR, No. 35, QUEEN'S ROAD
CENTRAL; suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 16th July, 1903. [1881]

TO LET.

NOS. 33, 35, 37, and 39, MORRISON
HILL ROAD. Commodious New Build-
ings admirably suitable for European families.
Rent extremely moderate.
Apply to—
LAM CHAI CHUEN,
Compradore Department A. R. MATHY,
No. 2, Pedder Street.
Hongkong, 4th August, 1903. [2300]

TO LET.

ONE FIRST-CLASS SPACIOUS
GODOWN at West Point.
Apply to—
"GODOWN,"
Care of Daily Press Office.
Hongkong, 16th June, 1903. [1719]

TO LET—WITH IMMEDIATE

POSSESSION.
TWO SUITES OF ROOMS in the Ground
Floor of the Hongkong Club Annex,
suitable for Offices.
Apply to the undersigned.
C. H. GRACE,
Secretary,
Hongkong Club.
Hongkong, 18th June, 1903. [1757]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95
and 96, PRAYA EAST.
Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1902. [82]

TO LET.

NO. 1, BARROW TERRACE, Kowloon.
Apply to—
SAM WANG LAND INVESTMENT
AND AGENCY CO., LD.
Hongkong, 25th July, 1903. [2113]

TO LET.

ONE ROOM, suitable for an Office, opposite
the Banks.
Apply to—
H. C. C.
Care of Daily Press Office.
Hongkong, 28th July, 1903. [2025]

TO LET.

18, ROBINSON ROAD.
Apply to—
AHMET RUMAHAN,
62, Queen's Road.
Hongkong, 1st July, 1903. [1886]

TO LET—FOR ONE YEAR.

IN Kowloon. An Airy, FOUR-ROOMED
HOUSE, COMPLETELY FURNISH-
ED, from about October.
Apply to—
W.
Care of Daily Press Office.
Hongkong, 4th August, 1903. [2197]

TO LET.

THE GROUND FLOOR, No. 54, CAINE
ROAD.
Apply to—
X. X.
Care of Daily Press Office.
Hongkong, 30th July, 1903. [2150]

TO LET—UNFURNISHED.

"COOMBE" MAGAZINE GAP.
Available from 1st April.
Apply to—
Daily Press Office.
Hongkong, 16th February, 1903. [542]

TO LET.

ONE GODOWN, No. 2 MATHESON
STREET, Wanchai.
No. 5, STEWART TERRACE, PEAK.
Furnished, from 5th June to 31st August, 1903.
No. 5, BELLFIELD TERRACE.
For terms and particulars apply to—
LINSTED & DAVIS.
Hongkong, 8th August, 1903. [1046]

TO LET.

"TANG YUEN."
BOARDING ESTABLISHMENT.
SUMMER RATES. European Super-
vision. Excellent Cuisine and Accommodation.
Apply to—
MANAGERESS,
Macdonnell Road;
or
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]

TO LET.

PRIVATE BOARD AND RESIDENCE.
14, QUEEN'S ROAD CENTRAL
(Entrance by Zetland Street).
Opposite Messrs. Kelly & Walsh, Bookellers.
Hongkong, 11th July, 1903. [1987]

TO LET.

MRS. GILLANDERS.
"GLENWOOD."
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

TO LET.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHY,
2, Pedder's Hill.
Hongkong, 1st January, 1892

EARLY AMERICAN YACHT RACES.

A TRANS-ATLANTIC CONTEST.
Not only sportsmen, but nearly every-
body almost everywhere, no matter what
profession or trade or nationality or religion, looks
forward to this year's contest for the America
cup between doughty Sir Thomas Lipton's
Shamrock III and the American defender, with
more or less marked interest, and the upper-
most question in everybody's mind naturally is,
"Will Lipton lift the cup?"

The contest for the possession of the America
cup naturally brings a query as to the building
of the first American yacht, and by whom; for
it was an American yacht that brought the
coveted piece of silver from the shores of Albion
to those of the United States.

The difficulty in answering that question
arises from a necessary doubt as to its meaning;
whether the question contemplates a decked sail-
ing boat or one of the large pleasure boats of
the present day, which latter are not used
merely for purposes of sport.

Lieutenant J. D. Jerrold Kelley, U.S.N.,
whose work on American yachts is a recognised
authority, writing in the subject seventeen
years ago, said that the first decked vessel ever
launched in American waters was built upon
Manhattan island in the spring of 1614, by the
early Dutch settlers. She was christened *Oorlogschut*,
meaning "The Restless," and was constructed
from timber cut from the trees growing along
the shore where the keel was laid. This is sup-
posed to have been somewhere between the
present Beator Street and the Battery of New
York city. Lieutenant Kelley describes her as
being "a yacht forty-four feet in length and
eleven feet six inches in beam, proportions
characteristically Dutch, and still handed down
in the most favorite type of small boat found
in our waters."

"This was the first American yacht," says
Kelley, "though, save for this one fact, we have
no authentic history of the sport previous to the
beginning of this century." In England, yacht-
ing dates from 1664, when Henry, Prince of
Wales, had a pleasure craft built by that master
constructor, Phineas Pett, to whom the English
navy owed so much of its success in the reign of
the early Stuarts. The idea, so Pepys and Evelyn
tell us, was taken from the Dutch, and in the
diaries of both there are quaint and occasional
references to the pastime. From these we gather
that the sports King Charles was well as idled
with the results of his first race, sailed in 1662,
in the yacht *Mary*, a boat presented to him by
the Dutch East India Company, for Pepys
writes: "By water to Woolwich. On my way
saw the yacht lately built with the help of
Commissioner Pett. Set out from Greenwich
with the little Dutch barge to try for the
mastery, and before they got to Woolwich the
Dutch beat them half a mile, and I hear this
afternoon on coming home, it got before
three miles, which all our people are glad of.
The King," he says, "hath been to see the yacht
which Commissioner Pett is building, which
will be very pretty; and also that his brother at
Woolwich is making." And at a later date he
enters in his book, "Mr. Grant showed me letters
of Sir William Petty's, in which he says that
his vessel, which he built upon two wheels—a model
whereof has been built for the King—bath this
day (July 31, 1663) won a wager of £30 in
sailing between Dublin and Holyhead with the
pauquette boat, the best boat the King hath
there."

"In their going back from Holyhead they
started together, and the vessel came to Dublin
by 3 at night, and the pauquette not before 8
o'clock the next morning; and when they
came they did believe this vessel had been
drowned, or at least left behind, not thinking
she could have lived in that sea." Strange
stories are hinted of this famous craft, whereof
the name we know not, but at last she was "lost
in a tempest, which overwhelmed a great fleet
the same night."

John Evelyn, most honest and luckiest of
chroniclers, notes for us that on the last of
October, 1661, he sailed "with his majesty in
one of his yachts or pleasure boats—vessels not
known among us until the Dutch East India
Company presented that curi-ous piece to the
King—and being very excellent sailing vessels."

The first Corinthian match of which there is
record was sailed about this time, the contest
being between King Charles' new pleasure boat,
built frigate-like, and one of the yachts belong-
ing to the Duke of York, afterward King of
England. The stakes of these royal games were
£100. The course was from Greenwich to
Gravesend and back, and the King lost it going,
"but saved stakes returning, sometimes steer-
ing himself. His Majesty being aboard with
divers noble persons and lords." In 1662
Pepys again said: "August 13th, went to Lam-
beth, and there saw the little pleasure boat
building for the King, my Lord Browne's
and the virtuosity of the town, according to new
lines which Mr. Pett eries up mightily, but how
it will prove we shall soon see."

From all this it may be seen that the Dutch
doubtless originated the type, but to English-
men and Irishmen belong the honour of having
first adopted this right royal amusement.

While the Dutch boat *Oorlogschut* will stand
in history as the first American yacht, yet to
show the strange anomaly arising from the
title given such racing boats, the title of the
Father of American Yachting is accredited to
John C. Stevens by reason of the fact that in
1892 he built "a yacht or pleasure boat," called
the *Dino*. He certainly stands pre-eminent as
the originator of the modern yacht, and the
most successful promoters of yacht design, but the
best known yachtsmen in the world.

He subsequently constructed yachts of larger
tonnage than the one that originally gave him
fame among those who raced upon the deep.
Stevens, by the way, was the originator, with
others, of the first American yacht club, then

known as the New York Yacht Squadron.

It had its inception on July 30, 1844. The char-
ter members, besides Stevens, were Hamilton
Wilks, William Edgar, John C. Jay, George L.
Schuyler, Captain Rogers, Louis A. Doyne, James
W. Waterbury and George V. Collins, each of
them the owner of a schooner or sloop yacht.

Stevens was justly made the first flag officer. It
has been said of him that he belonged to a family
of inventors and discoverers, for his father was
confessedly the first to employ the screw in
steam propulsion, and his brother, the first to
make use of compound engines—two factors
which have had enormous influence upon the
development of modern commerce. They were
all yacht designers and yacht builders from
boyhood, and those of the second generation
were the moving spirits which gave impulse to
the building of the famous *America*, and in
subsequent yacht construction they embodied
now and then ideas which have brought Ameri-
can yachting to its present condition of pre-
eminence.

After the yacht *America* had lowered English
pride on August 22, 1851, by winning the Royal
Squadron cup, the Britishers, while forced to
admit their inferiority in speed and seamanship,
at least at the time, claimed that their boats
were at least safer and more comfortable on the
open sea. This point long remained disputed.
English yachtsmen did not appear to be anxious
to bring back to their waters the Royal Squad-
ron cup which the *America* had taken away and
which meanwhile had been presented to and
accepted by the New York Yacht Club as an inter-
national trophy. American yacht owners fre-
quently made the joking threat that if England did
not return the visit of 1851 *America* would send her
an entire fleet to show her what Yankee boats
could do and how available they were for ocean
travelling. This was looked upon merely as
Yankee brag and bluster, but in 1893 it as-
sumed a decidedly practical form, when for
an enormous stake the owners of the Ameri-
can yachts *Henrietta*, *Fleetwing* and *Vesta*
matched their boats to race across the At-
lantic. The manner in which the contest
arose, as subsequently described at a reception
in Cowes, as recorded by Lieutenant Kelley,
was as follows:

"The match was made at a dinner, when a
question arose amicably between the owners of
the *Vesta* and the *Fleetwing* as to the compar-
ative speed and endurance of their boats. A race
was proposed.

"Let it be outside," said one of them.
"Agreed," replied the other. "What do you
say—Sandy Hook to Cowes?" "Done," answered
the first, "in December, and—" Here both
agreed that it should be for \$3,000 a side.
These preliminaries settled, it then became a
simple question of dates and dates. By
mutual consent the *Henrietta* was allowed to
start, and, after consultation, an agreement
was drawn up by which the owners bound
themselves to sail on the 11th of December, at
1 p.m., from Sandy Hook to the Needles, and
for a prize of \$3,000. Square sails were al-
lowed; the forty-eight hour rule was rescinded;
no channel pilot could be taken from this side;
nothing but ballast could be shifted, and the race
was to end when the yachts were on the channel
course for Cowes, with the west end of the Isle
of Wight bearing abeam. The race was to
start upon the date fixed, play or pay, blow high
or low. The competing yachts were all well
known in American waters for their speed and
staunchness. None better, indeed, as the
Henrietta and *Fleetwing* were fine examples of
our keeltype, and the *Vesta* was a famous
representative of the centre-board class.

The race across the ocean was most excit-
ing, and aroused abundant interest on both
sides of the Atlantic. The match was not
only a novel one, the stake not only unpreced-
ented, the length of course for the class of vessels
entered never before equalled, but the race was
conducted at the most rigorous season of the
year, and if the three vessels crossed the ocean
without accident, English sneers at the
unworthiness of the Yankee craft would
be forever silenced. There was no housing of
racing masts. There was no steam yacht acting
as convoy. There were no owners rushing
to the other side on Atlantic liners. It was a
yachting race that was a race, and to the credit
of English hearts be it said that when the
Henrietta, having learned from a Cowes pilot
that she was the first in, dropped her racing
flag of blue and flashed aloft the private signal
of her owner, the *Cowal* that later saw it from
the Cowes parade gave her a hearty welcome.
The time of the *Henrietta* was 13 days, 21 hours
and 55 minutes; that of the *Fleetwing*, 11 days,
6 hours, 10 minutes; that of the *Vesta*, 14 days,
6 hours and 50 minutes. That event was, in
fact, the origin of the succeeding international
contests for the America cup, which have
brought English yachtsmen repeatedly to U.S.
shores in vain attempts to take back the trophy
that the *America* carried from Albion.

From all this it may be seen that the Dutch
doubtless originated the type, but to English-
men and Irishmen belong the honour of having
first adopted this right royal amusement.

While the Dutch boat *Oorlogschut* will stand
in history as the first American yacht, yet to
show the strange anomaly arising from the
title given such racing boats, the title of the
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show the strange anomaly arising from the
title given such racing boats, the title of the
Father of American Yachting is accredited to
John C. Stevens by reason of the fact that in
1892 he built "a yacht or pleasure boat," called
the *Dino*. He certainly stands pre-eminent as
the originator of the modern yacht, and the
most successful promoters of yacht design, but the
best known yachtsmen in the world.

He subsequently constructed yachts of larger
tonnage than the one that originally gave him
fame among those who raced upon the deep.
Stevens, by the way, was the originator, with
others, of the first American yacht club, then

known as the New York Yacht Squadron.

It had its inception on July 30, 1844. The char-
ter members, besides Stevens, were Hamilton
Wilks, William Edgar, John C. Jay, George L.
Schuyler, Captain Rogers, Louis A. Doyne, James
W. Waterbury and George V. Collins, each of
them the owner of a schooner or sloop yacht.

Stevens was justly made the first flag officer. It
has been said of him that he belonged to a family
of inventors and discoverers, for his father was
confessedly the first to employ the screw in
steam propulsion, and his brother, the first to
make use of compound engines—two factors
which have had enormous influence upon the
development of modern commerce. They were
all yacht designers and yacht builders from
boyhood, and those of the second generation
were the moving spirits which gave impulse to
the building of the famous *America*, and in
subsequent yacht construction they embodied
now and then ideas which have brought Ameri-
can yachting to its present condition of pre-
eminence.

After the yacht *America* had lowered English
pride on August 22, 1851, by winning the Royal
Squadron cup, the Britishers, while forced to
admit their inferiority in speed and seamanship,
at least at the time, claimed that their boats
were at least safer and more comfortable on the
open sea. This point long remained disputed.
English yachtsmen did not appear to be anxious
to bring back to their waters the Royal Squad-
ron cup which the *America* had taken away and
which meanwhile had been presented to and
accepted by the New York Yacht Club as an inter-
national trophy. American yacht owners fre-
quently made the joking threat that if England did
not return the visit of 1851 *America* would send her
an entire fleet to show her what Yankee boats
could do and how available they were for ocean
travelling. This was looked upon merely as
Yankee brag and bluster, but in 1893 it as-
sumed a decidedly practical form, when for
an enormous stake the owners of the Ameri-
can yachts *Henrietta*, *Fleetwing* and *Vesta*
matched their boats to race across the At-
lantic. The manner in which the contest
arose, as subsequently described at a reception
in

SHIPPING.

ARRIVALS.
 Aug. 7. WATSON, British str., 2,003, Danil, Penang, 20th July and Singapore 2nd August, General, CHINESE.
 Aug. 8. KOUN MARU, Japanese str., 1,780, Y. Minamioka, Kobe 4th Aug., General—CHINESE.
 Aug. 8. KWONGSANG, British str., 1,427, Lake, Shanghai 3rd August and Swatow 7th, General.—JARDINE, MATHESON & Co.
 Aug. 8. SISHAN, British steamer, 845, Jones, Saigon 4th August, Rice.—BRADLEY & Co.
 Aug. 8. TAICHOW, German str., 882, Schultzen, Bangkok 2nd August, Rice.—MELCHERS & Co.
 Aug. 8. THALES, British str., 820, A. J. Robson, Foochow, Amoy and Swatow 7th August, General.—D. UGLAS LARSEN & Co.
 Aug. 8. ZAFIRO, British str., 1,611, R. Rodger, Manila 5th August, Hoimp.—SHEWAN, TOMES & Co.
 Aug. 9. SABINE RICKMERS, British str., 690, Nishet, Bangkok 1st August, Bulk, Koroena, Penang, KAHN & Co.
 Aug. 9. TTA, Norwegian str., 1,412, Danielsen, Hongkong 2nd August, Coal.—EAST ASIATIC TRADING Co.

CLEARANCES

At the Harbour Master's Office.
 8th August.
 Bendoch, British str., for Nagasaki.
 Changchou, British str., for Canton.
 Dajin Maru, Japanese str., for Swatow.
 Dajin Maru, German str., for Shanghai.
 Hongkong, British str., for Shanghai.
 Hoiden, German str., for Swatow.
 Hong Kong, British str., for Amoy.
 Laidan, British str., for Amoy.
 Rosetta Maru, Japanese str., for Manila.
 Solveg, Norwegian str., for Labuan.
 Teurigan Maru, Japanese str., for Moji.

DEPARTURES

8th August.
 HANGSANG, British str., for Shanghai.
 HUSAN, British str., for Manila.
 LOONGSANG, British str., for Manila.
 PRINCE ALBERT, Norw. ship, for Manila.
 VENGANCE, British battle ship, for Swatow.
 WONGKOR, German str., for Swatow.
 WYU, British str., for Ningpo.
 9th August.
 BENLUCHE, British str., for Nagasaki.
 CHANGCHOU, British str., for Canton.
 DAGMAR, German str., for Shanghai.
 DAIJIN MARU, Japanese str., for Tamsui.
 HANGKONG, British str., for Coast Ports.
 HOISEN, German str., for Swatow.
 HONG BEE, British str., for Amoy.
 LAWADA, British str., for Amoy.
 LOVAL, German str., for Hongkong.
 ROSETTA MARU, Japanese str., for Manila.
 SALVADO, Norwegian str., for Labuan.
 SAKUMA, British str., for Shanghai.
 TEURIGAN MARU, Japanese str., for Manila.

VESSELS IN DOCK

7th August.
 ABERDEEN DOCK.—U.S.A.T. Ingalis, Kwong Hing, Kaipen, Suway, Hailan, Hongkong Maru.
 COSMOPOLITAN DOCK.—U.S.A.T. Sumner.

SHIPPING REPORTS

The British steamer Kwongkong, from Shanghai 3rd inst. and Swatow 7th, had moderate variable winds and fine weather to Swatow. From Swatow to port S.W. winds with heavy rain squalls and rough sea.
 The British steamer Thela, from Coast Ports 7th inst., had light variable winds and moderate following sea, weather fine and clear to Swatow. From Swatow to port S.W. wind and heavy head swell, sky overcast with heavy rain squalls. Vessels in Amoy—Lokang and Progress in Swatow—Tungshing, Kinkiang, Prochen, Kaching and Pembroke.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "GREGORY APCAR,"
 Captain J. G. Offient, will be despatched for the above ports TO-DAY, the 10th inst., at 3 p.m.
 For Freight or Passage, apply to
 DAVID SASSON & CO., LD.,
 Agents.
 Hongkong, 5th August, 1903. [2108]

COMPAGNIE DES MESSAGERIES MARITIMES.
 FOR SHANGHAI
 "CALEDONIE,"
 Captain Mercantelli, will be despatched for the above port on or about MONDAY, the 10th inst.
 For Freight or Passage, apply to
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 8th August, 1903. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 NOTICE.
 STEAM FOR
 SAIGON, SINGAPORE, BATAVIA,
 COLOMBO, DERN, GAYAT,
 MARSEILLES, MEDITERRANEAN
 AND BLACK SEA PORTS.
 LONDON, HAVRE, BORDEAUX,
 ALSO
 PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 11th August, 1903, at 1 p.m., the Company's Steamship "YARRA," Captain Keller, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon only on Monday, the 10th August. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday.
 Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 29th July, 1903. [2]

FOR ODESSA
 "EDUARD BARY,"
 Captain Ieronimus, will be despatched on or about SATURDAY, the 15th August.
 For Freight, apply to
 BRADLEY & CO.,
 Agents.
 Hongkong, 31st July, 1903. [2168]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	15th inst. at Noon.
LONDON VIA SUEZ CANAL	MONTEHERM	Brit. str.	G. C. Candy	SHEWAN, TOMES & Co.	About 24th inst.
LIVERPOOL WITH T-MENT AT SINGAPORE	TIDEUS	Brit. str.	...	BUTTERFIELD & SWIRE	18th inst.
LIVERPOOL	PINGQUEY	Brit. str.	...	BUTTERFIELD & SWIRE	22nd September.
MARSEILLES, &c., VIA PORTS OF CALL.	YARRA	Free. str.	Solier	MESSAGERIES MARITIMES	20th October.
MARSEILLES, LONDON & ANTWERP.	TIDEUS	Brit. str.	M. F. Jackson	BUTTERFIELD & SWIRE	To-morrow, 1 p.m.
MARSEILLES, LONDON & ANTWERP.	HAKATA MARU	Brit. str.	F. L. Sumner	NIPPON YUSEN KAISHA	18th inst.
MARSEILLES, LONDON & ANTWERP.	NORSE	Brit. str.	A. D. Baker	BUTTERFIELD & SWIRE	22nd inst., Daylight.
MARSEILLES, LONDON & ANTWERP.	KISTUCK	Brit. str.	...	BUTTERFIELD & SWIRE	1st September.
MARSEILLES, LONDON & ANTWERP.	GAUCUC	Brit. str.	...	BUTTERFIELD & SWIRE	15th September.
MARSEILLES, LONDON & ANTWERP.	AGAMEMNON	Brit. str.	...	BUTTERFIELD & SWIRE	29th September.
MARSEILLES, LONDON & ANTWERP.	PAK LING	Brit. str.	...	BUTTERFIELD & SWIRE	10th October.
BREMEN, VIA PORTS OF CALL	SACHSEN	Ger. str.	R. Meyer	MELCHERS & Co.	27th October.
HAVRE, ANTWERP & HAMBURG	BADENIA	Ger. str.	Rorlen	HAMBURG-AMERIKA LINIE	20th inst. at Noon.
HAVRE, BREMEN & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	12th inst.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	Mayer	HAMBURG-AMERIKA LINIE	29th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	12th September.
ODessa	ABESSINIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	20th September.
TRIESTE &c., VIA SINGAPORE, &c.	EDUARD BARY	Rus. str.	Lorenz	BRADLEY & Co.	7th October.
NEW YORK, VIA PORTS & SUEZ CANAL	SAINT BEDE	Aus. str.	Rasovich	SANDER, WITLER & Co.	About 15th inst.
NEW YORK, VIA SUEZ CANAL	ABADIA	Ger. str.	Babbe	DODWELL & Co., LD.	20th inst. p.m.
NEW YORK, VIA SUEZ CANAL	BARON DRIESSEN	Am. str.	H. Plazing	SHEWAN, TOMES & Co.	About 11th inst.
VANGUOVER, VIA SHANGHAI, &c.	ARCTIC	Brit. str.	H. Robinson	CANADIAN PACIFIC R. Co.	18th inst.
VANGUOVER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.	R. Archibald	CANADIAN PACIFIC R. Co.	About 20th inst.
VICTORIA (B.C.) & SEATTLE VIA S'HAU, &c.	ITO MARU	Brit. str.	C. H. Butler	NIPPON YUSEN KAISHA	25th inst. at Noon.
VICTORIA (B.C.) & SEATTLE VIA S'HAU, &c.	PLEIADES	Brit. str.	...	BUTTERFIELD & SWIRE	To-morrow, 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA S'HAU, &c.	AKI MARU	Brit. str.	...	BUTTERFIELD & SWIRE	15th inst.
PORTLAND OREGON	SHINANO MARU	Brit. str.	...	NIPPON YUSEN KAISHA	25th inst. at 4 p.m.
AUSTRALIAN PORTS	INDRAPURA	Brit. str.	Hollingsworth	PORTLAND & ASIATIC CO.	8th Sep., at 4 p.m.
AUSTRALIAN PORTS	LINDBERGH	Brit. str.	...	BUTTERFIELD & SWIRE	14th inst.
AUSTRALIAN PORTS	KANSA MARU	Brit. str.	W. S. Hunter	GIBB, LIVINGSTON & Co.	To-day.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	P. T. Holmes	GIBB, LIVINGSTON & Co.	14th inst. at Noon.
MOJI, KOBE, SAN FRANCISCO VIA &c.	KONIGSBERG	Ger. str.	Mayor	HAMBURG-AMERIKA LINIE	14th inst. at 5 p.m.
MOJI, KOBE & YOKOHAMA	CHINGWO	Brit. str.	Parkinson	J. S. VAN BUREN	12th inst. at Noon.
MOJI, KOBE & YOKOHAMA	IZUMI MARU	Brit. str.	M. Yagi	NIPPON YUSEN KAISHA	18th inst. at Noon.
MOJI, KOBE & YOKOHAMA	INABA MARU	Brit. str.	W. Bainbridge	NIPPON YUSEN KAISHA	14th inst. D'light.
MOJI, KOBE & YOKOHAMA	HIKACHI MARU	Brit. str.	J. Campbell	NIPPON YUSEN KAISHA	23th inst. D'light.
MOJI, KOBE & YOKOHAMA	KUMANO MARU	Brit. str.	E. W. Haswell	NIPPON YUSEN KAISHA	12th inst. at Noon.
MOJI, KOBE & YOKOHAMA	PRINCE	Brit. str.	Grandt	HAMBURG-AMERIKA LINIE	To-morrow, 5 p.m.
MOJI, KOBE & YOKOHAMA	CHINESE	Brit. str.	...	BUTTERFIELD & SWIRE	To-day.
MOJI, KOBE & YOKOHAMA	CALEDONIE	Brit. str.	...	MELCHERS & Co.	About 10th inst.
MOJI, KOBE & YOKOHAMA	CHUSAN	Brit. str.	...	P. & O. S. N. Co.	About 15th inst.
MOJI, KOBE & YOKOHAMA	NANCHANG	Brit. str.	...	BUTTERFIELD & SWIRE	12th inst.
MOJI, KOBE & YOKOHAMA	DAIGI MARU	Brit. str.	T. W. Groves	OSAKA SHOSHEN KAISHA	12th inst.
MOJI, KOBE & YOKOHAMA	ANPING MARU	Brit. str.	I. Goto	OSAKA SHOSHEN KAISHA	19th inst.
MOJI, KOBE & YOKOHAMA	THALES	Brit. str.	Robertson	DOUGLAS LARSEN & Co.	To-morrow, 10 a.m.
MOJI, KOBE & YOKOHAMA	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & Co.	To-day, at 10 a.m.
MOJI, KOBE & YOKOHAMA	TANAN	Brit. str.	Lindbergh	BUTTERFIELD & SWIRE	To-day.
MOJI, KOBE & YOKOHAMA	SURKING	Brit. str.	Overbridge	BUTTERFIELD & SWIRE	13th inst.
MOJI, KOBE & YOKOHAMA	ROHILLA MARU	Brit. str.	E. P. Bishop	TOTO KISEN KAISHA	13th inst. 11 a.m.
MOJI, KOBE & YOKOHAMA	RUHI	Brit. str.	R. W. Almond	SHEWAN, TOMES & Co.	15th inst. 10 a.m.
MOJI, KOBE & YOKOHAMA	HUNAN	Brit. str.	...	BUTTERFIELD & SWIRE	20th inst.
MOJI, KOBE & YOKOHAMA	KASOUMA M.	Brit. str.	K. Kori	NIPPON YUSEN KAISHA	To-morrow, Noon.
MOJI, KOBE & YOKOHAMA	CAIRO	Brit. str.	Babbe	CANALIZ & Co.	12th inst. 12 o'clock.
MOJI, KOBE & YOKOHAMA	GREGORY APCAR	Brit. str.	J. G. Offient	DAVID SASSON & Co., LD.	To-day, at 3 p.m.

FOR CHEMULPO, DALNY AND PORT ARTHUR.
 (Calling at SHANGHAI).

THE Steamship
 "PRONTO,"
 Captain Grandt, will be despatched for the above ports TO-MORROW, the 11th inst., at 5 p.m.
 For Freight or Passage, apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 7th August, 1903. [2235]

REGULAR
 STEAMSHIP SERVICE TO NEW YORK
 VIA PORTS AND SUEZ CANAL.
 WITH LIBERTY TO CALL AT PHILIPPINE PORTS.

PROPOSED SAILINGS FROM HONGKONG.
 1903.
 "SAINT BEDE" ... 11th Aug.
 "MOGUL" ... 31st Aug.
 "BIAEMAR" ... 10th Sep.
 "SATSUMA" ... 23rd Sep.
 "SHIMOSA" ... 10th Oct.
 For Freight and further information, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 11th August, 1903. [1125]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.
 司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA AND SAN FRANCISCO.

THE Steamship
 "CHINGWO,"
 Captain Parkinson, will be despatched for the above ports on WEDNESDAY, the 12th inst., at Noon.
 For Freight, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.
 J. S. VAN BUREN,
 Superintendent.
 Hongkong, 11th August, 1903. [2226]

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
 "CAPRI,"
 Captain Helsito, will be despatched as above on WEDNESDAY, the 12th August, at 12 o'clock.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 31st July, 1903. [4]

NIPPON YUSEN KAISHA.
 MID-SUMMER EXCURSION
 TRIPS TO JAPAN AND BACK.

The Nippon Yusen Kaisha are prepared during the months of July and August to issue FIRST-CLASS RETURN TICKETS from HONGKONG to YOKOHAMA AND BACK for the round fare of Yen 98 payable in local currency. Return Tickets are available for return up to the 31st October, 1903.

Stop-over privileges allowed at any way port and between Moji and Koba passengers have the option of travelling by the Sagami Railway. For information as to Sailing, Steamers, &c., apply at the Company's Local Office at PRINCE'S BUILDINGS, First Floor, Chater Road.

S. TAKAYANAGI,
 Acting Manager.
 Hongkong, 31st July, 1903. [2137]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c. { BENGAL } G. Phillips } Noon, 15th } See Special }
 August } Advertisement.

SHANGHAI { CHUSAN } W. W. Cooke, R.N.R. } About 15th } Freight and }
 August } Passage.

For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 7th August, 1903. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANVERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BIRMINGHAM, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.
 SACHSEN ... THURSDAY ... 20th August
 KLAUSCHOU ... THURSDAY ... 3rd September
 BAYERN ... THURSDAY ... 17th September
 ZIELEN ... WEDNESDAY ... 30th September
 SEIDLITZ ... WEDNESDAY ... 14th October
 ROON ... WEDNESDAY ... 28th October
 PRUSSEN ... WEDNESDAY ... 11th November
 HAMBURG ... WEDNESDAY ... 25th November
 PRINZ HEINRICH ... WEDNESDAY ... 9th December
 KONIG ALBERT ... WEDNESDAY ... 23rd December

1904
 KLAUSCHOU ... WEDNESDAY ... 6th January
 SACHSEN ... WEDNESDAY ... 20th January
 BAYERN ... WEDNESDAY ... 3rd February
 SEIDLITZ ... WEDNESDAY ... 17th February
 ROON ... WEDNESDAY ... 2nd March

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 20th day of August, 1903, at Noon, the Steamship "SACHSEN," of the Norddeutscher Lloyd, Captain R. Meyer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 18th August. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 19th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 19th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than 52 50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 MELCHERS & CO., AGENTS.

For further Particulars, apply to
 Hongkong, 7th August, 1903. [5]

TOYO KISEN KAISHA
MANILA LINE.

REGULAR SERVICE
 BETWEEN HONGKONG AND
 MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardesses carried.

Steamship. Captain. Tons. Sailing Date.
 "ROHILLA MARU" ... E. P. Bishop ... 3869 ... Thursday, 13th August, at 11 a.m.
 "ROSETTA MARU" ... H. S. Smith ... 3876 ... Tuesday, 18th August, at 11 a.m.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Lee House Street.

K. NAKASHIMA, Manager.
 Hongkong, 10th August, 1903. [478]

HAMBURG-AMERIKA LINIE,
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, ORENTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
 BADENIA ... (HAVRE and HAMBURG) ... On 12th Aug. Freight.
 ARABIA ... (Calling at Singapore and Penang) ... On 18th Aug. Freight.
 SITHONIA ... (HAVRE, ANTWERP & HAMBURG) ... On 29th Aug. Freight.
 KONIGSBERG ... (Calling at Singapore and Colombo) ... On 12th Sept. Freight & Passengers.
 ANDALUSIA ... (HAVRE and HAMBURG) ... On 23rd Sept. Freight.
 ABESSINIA ... (HAVRE and HAMBURG) ... On 7th Oct. Freight.

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

18]

NORTHERN PACIFIC STEAMSHIP CO.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
 VIA
 SHANGHAI, INLAND SEA OF JAPAN, KOBE AND
 YOKOHAMA,
 FOR
 VICTORIA, B.C., AND TACOMA,
 IN CONNECTION WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.
 * PLEIADES ... F. G. Purinton ... 3,753 ... August 15th
 OLYMPIA ... J. Trubridge ... 2,837 ... September 10th
 LYRA ... F. Williams ... 4,417 ... September 17th
 TACOMA ... A. Dixon ... 2,812 ... September 24th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.
 Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to
 DODWELL & COMPANY, LIMITED,
 GENERAL AGENTS.

7]

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
 KAGOSHIMA MARU ... BOMBAY VIA SINGAPORE and ... TUESDAY, 11th Aug. ...
 K. Kori ... COLOMBO ... at Noon.
 ITO MARU ... VICTORIA, B.C. and SEATTLE ... TUESDAY, 11th Aug. ...
 C. H. Butler ... U.S.A. via SHANGHAI, MOJI, ... at 4 p.m.
 KOBE and YOKOHAMA ...
 KUMANO MARU ... NAGASAKI, KOBE and YOKOHAMA ... WEDNESDAY, 12th Aug. ...
 E. W. Haswell ... at Noon.
 INABA MARU ... KOBE and YOKOHAMA ... FRIDAY, 14th Aug. ...
 W. Bainbridge ... at DAYLIGHT.

KASUGA MARU ... SYDNEY and MELBOURNE, via ... SATURDAY, 15th Aug. ...
 W. S. Hunter ... MANILA, THURSDAY ISLAND, ... at 4 p.m.
 TOWNSVILLE and BRISBANE ...
 IZUMI MARU ... MOJI, KOBE and YOKOHAMA ... TUESDAY, 18th Aug. ...
 M. Yagi ... at Noon.

BAKATA MARU ... MARSEILLES, LONDON and ... SATURDAY, 22nd Aug. ...
 F. L. Sumner ... ANTWERP, via SINGAPORE, ... at DAYLIGHT.
 PEYANG, COLOMBO and PORT SAID ...

ARI MARU ... VICTORIA, B.C. and SEATTLE ... TUESDAY, 25th Aug. ...
 J. W. Ekstrand ... U.S.A. via SHANGHAI, MOJI, ... at 4 p.m.
 KOBE and YOKOHAMA ...

HIKACHI MARU ... KOBE and YOKOHAMA ... FRIDAY, 28th Aug. ...
 J. Campbell ... at DAYLIGHT.

SEIKO MARU ... VICTORIA, B.C. and SEATTLE ... TUESDAY, 8th Sep. ...
 W. Thompson ... U.S.A. via SHANGHAI, MOJI, ... at 4 p.m.
 KOBE and YOKOHAMA ...

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sagami Railway.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES. FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"TEUCER"	On 10th August.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 11th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 11th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 28th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th September.
GLASGOW and LIVERPOOL	"JASON"	On 17th September.
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"TYDEUS"	On 18th August.
LIVERPOOL with TRANS-SHIPMENT SINGAPORE MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
LIVERPOOL	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October.
LIVERPOOL	"JASON"	On 20th October.
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.

TRANS-PACIFIC SERVICE.
FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.
The s.s. "KINTUCK" left Singapore on the 8th inst. p.m., and is expected to arrive here on the 14th inst.
The s.s. "AJAX" left Moji on the 7th inst., and is expected to arrive at this port on the 11th inst.
For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 8th August, 1903. [10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG	"CHINKIANG"	On 10th August.
MANILA	"TSINAN"	On 10th August.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	On 10th August.
CHEFOU and TIENSIN	"NANCHANG"	On 12th August.
MANILA	"SUNGANG"	On 13th August.
CEBU and ILOILO	"HUYAN"	On 20th August.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 10th August, 1903. [11]

HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila Direct.	Mon., 10th Aug., 10 A.M.
RUBI	2540	R. W. Almond	Manila Direct.	Sat., 15th Aug., 10 A.M.
PERLA	1080	J. McGilley		

For Freight, or Passage apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 8th August, 1903. [17]

PORTLAND & ASIATIC STEAMSHIP CO. PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA TO PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAPURA"	4,893	A. E. Hollingsworth	August 14, 1903.
"INDRASABHA"	5,197	W. E. Craven	September 13, 1903.
"INDRAVELLI"	4,893	R. P. Craven	October 14, 1903.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 21st July, 1903. [14]

OSAKA SHOSEN KAISHA. PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMAU, VIA SWATOW, AND AMOY	"DAIGI MARU"	WEDNESDAY, 12th August.
FOOCHOW, VIA SWATOW, AND AMOY	"ANPING MARU"	SUNDAY, 16th August.

The Co's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.
All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co's Pontoon at the Customs' water front premises at Tamau to land all passengers and cargo.
By the Co's steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 6, Des Vaux Road Central.
Hongkong, 5th August, 1903. **T. ARIMA, Manager** [15]

FOR YOKOHAMA AND KOBE.

THE N.D.L. Steamship
"KONGSBERG."
Captain Mayer, will be despatched for the above ports on FRIDAY, the 14th inst., at 5 P.M.
This Steamer has superior accommodation for First-class Passengers, and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 7th August, 1903. [2237]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"BENGAL,"
Captain G. I. Phillips, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 15th AUGUST, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 7th August, 1903. [1]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.
STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.
THE Steamship
"BARON DRIESEN," Captain H. Plasing, will be despatched on or about THURSDAY, the 20th AUGUST, to be followed by the s.s. "NORDKYN" later.
For Freight, &c., apply to
SHEWAN, TOMES & CO., General Agents.
Hongkong, 24th July, 1903. [12136]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR Fiume and Trieste (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship
"MARQUIS BACQUEHEM,"
Captain Rasavich, will be despatched at above on THURSDAY, the 20th August, p.m.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents.
Hongkong, 28th July, 1903. [13]

SHIRE LINE STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Steamship
"MERIONETHSHIRE,"
Captain G. C. Condy, will be despatched at above on or about MONDAY, the 24th August.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 31st July, 1903. [2168]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TROPE, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EMPIRE,"
Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 26th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
The Steamer is installed throughout with the electric light.
A stewardess and a daily qualified surgeon are carried.
N.B.—To assure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 5th August, 1903. [2204]

HONGKONG-MACAO LINE.
S.S. "WING CHAT,"
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao (week days) at about 2 P.M. and (Sundays) about 3 P.M.
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
2nd Class \$1.50. Return Ticket \$2.50.
3rd Class \$1. Steerage \$0.50.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5.
Wharf—Opposite Central Market.
The Steamer runs an Excursion Trip Every Sunday in Summer.
SAM WANG & CO., LD., 81, Queen's Road Central.
Hongkong, 24th July, 1903. [2112]

NOT RESPONSIBLE FOR DEBTS.
NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—
COMET, British 444. barque, W. J. Davis—Standard Oil Co.

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA. REDUCED SALOON PASSAGE MONEY, SINGLE, \$20; RETURN, \$35.
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SURGEON CARRIED.
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 4th July, 1904. [1964]

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
551 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.
J. TRIVOUX & CO., No. 123, Canton Road Central.
Hongkong, 30th June, 1903. [1751]

**THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight. For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1903. [8]**

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"SUMATRA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., To-day, the 6th inst.
Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 6th August, 1903. [1]

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies.)
NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.
THE Steamship
"CAPRI,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.
All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.
CARLOWITZ & CO., Agents.
Hongkong, 4th August, 1903. [4]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
NOTICE TO CONSIGNEES.
THE Steamship
"KLAUSCHOU,"
OF THE HAMBURG-AMERIKA LINIE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Optum, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 6 P.M., To-day, the 4th inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th August will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 11th August, at 9.30 A.M.
All Claims must reach us before the 15th August, or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by NORDDEUTSCHER LLOYD.
MELCHERS & CO., Agents.
Hongkong, 4th August, 1903. [5]

NIPPON YUSEN KAISHA. INTIMATION TO UNDERWRITERS AND SHIPPERS.
TELEGRAPHIC information has been received that the Company's s.s. "KAWACHI MARU," which left Hongkong on the 27th June last for London and Porto, had an outbreak of fire occurring at sea in No. 4 hold, and she put in at Messina, from which port she was to have sailed on the 1st August.
T. S. TAKAYANAGI, Acting Manager.
Hongkong, 4th August, 1903. [2208]

NOTICE.
THE YANGTZE PILOTS' ASSOCIATION (Wooing-Hankow Pilotage Service).
Office, No. 2, The Bund, Shanghai.
MR. F. L. CROMPTON has been appointed SECRETARY of the above Association. Owners or Masters requiring qualified Pilots for the Yangtze will oblige by addressing the Secretary.
For the Committee,
F. L. CROMPTON, Secretary.
Telephone No. 888.
Telegraph Add: "Sentinel," Shanghai. [2239]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.
CODE WORD: "DOCK" NAGASAKI. A.I. & B.C. Scott's and Engineering Code Used.
DOCK No. 1 (at TATEGAMI).
Extreme Length... 537 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 85 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 26 "
DOCK No. 2 (at MUKALIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "
PATENT SLIP (at KOSUGI).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and our experts any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.
The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.
1877

THE AMERICAN SYSTEM OF DENTISTRY.
DR. M. H. CHAUN,
27, DES VEAUX ROAD CENTRAL HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 10th March, 1903. [77]

CARMICHAEL & CLARKE, CONSULTING ENGINEERS, SURVEYORS AND CONTRACTORS. REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: "CARMICHAEL," HONGKONG. A.B.C. Code, 4th Edition.
A.I. Code.
Liebner's Standard Code.
TELEPHONE 232.
Hongkong, 29th June, 1903. [117]

THE DRAWING LARGEST IN THE WORLD.
This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.
The Beer is distilled after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.
F. BLACKHEAD & CO., Sole Agents.
Hongkong, 25th July, 1903. [2117]

GRIMAUD & CO. Sarsaparilla.
For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.
GRIMAUD & CO. 8, rue Vivienne, PARIS (France)
Sold by all dealers.
1892-1

COLD STORAGE.
THE HONGKONG ICE COMPANY, LD., have new 40,000-Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.
Wm. PARLANE, Manager.
Hongkong, 10th November, 1901. [65]

BUDWEISER BEER.
EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.
ANHEUSER-BUSCH BREWING ASSOCIATION, ST. LOUIS.

BENGER'S FOOD.
For INFANTS, INVALIDS, & THE AGED.
Delicious, Nutritive, Digestible.
BENGER'S FOOD is sold in TINS by Chemists, etc., Everywhere.

DINNEFORD'S MAGNESIA.
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

van Houten's Cocoa.
Best & GOES FARTHEST.
EXQUISITE FLAVOR

THE PHYSICIAN'S Care for Gout, Rheumatic Gout and Gravel.
Best and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

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GRIMAUD & CO. Sarsaparilla.
For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.
GRIMAUD & CO. 8, rue Vivienne, PARIS (France)
Sold by all dealers.
1892-1

CLEANSE YOUR BLOOD.
with GRIMAUD & CO'S SARSAPARILLA!

For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.

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Wm. PARLANE, Manager.
Hongkong, 10th November, 1901. [65]

BUDWEISER BEER.
EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.
ANHEUSER-BUSCH BREWING ASSOCIATION, ST. LOUIS.

BENGER'S FOOD.
For INFANTS, INVALIDS, & THE AGED.
Delicious, Nutritive, Digestible.
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Best & GOES FARTHEST.
EXQUISITE FLAVOR

POST OFFICE NOTICES.

MAILS WILL CLOSE.

FOR	PER	DATE
Bangkok	M. Rickmers	Monday, 10th, 9.00 A.M.
Manila	Yarra	Monday, 10th, 9.00 A.M.
Namtu	Taipei	Monday, 10th, 9.00 A.M.
Canton	Honam	Monday, 10th, 9.30 A.M.
Macao	Hongkong	Monday, 10th, 12.15 P.M.
Singapore, Penang and Calcutta	Gregory Apcar	Monday, 10th, 2.00 P.M.
Shanghai	Kwanglee	Monday, 10th, 3.00 P.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Taiwan	Monday, 10th, 3.00 P.M.
Shanghai and Chinkiang	Chinkiang	Monday, 10th, 3.00 P.M.
Kunming and Chinkiang	Panhsing	Monday, 10th, 4.00 P.M.
Canton	Taipei	Monday, 10th, 5.00 P.M.
Manu	Wingchait	Monday, 10th, 5.00 P.M.
Namtu	Taipei	Monday, 10th, 5.00 P.M.
Sarbu	Lee Wing	Monday, 10th, 5.00 P.M.
Hoihow and Hoihow	Honam	Monday, 10th, 5.00 P.M.
Samarang and Sourabaya	Sinang	Tuesday, 11th, 10.00 A.M.
Europe, &c., India via Taticorin		Tuesday, 11th, 10.00 A.M.
(Late Letters 11.30 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail)		
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle, U.S.A.	Iyo Maru	Tuesday, 11th, 3.00 P.M.
Shanghai, Chemulpo, Dally and Port Arthur	Pronto	Tuesday, 11th, 4.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.	Athenian	Wednesday, 12th, 11.00 A.M.
Moji, Kobe, Yokohama and San Francisco	Chingma	Wednesday, 12th, 11.00 A.M.
Singapore, Penang and Bombay	Copri	Wednesday, 12th, 11.30 A.M.
Cholon and Tientsin	Nanchang	Wednesday, 12th, 3.00 P.M.

TO-DAY.
Japanese Agents, opposite Central Market, 1 and 3 p.m.
Sale. Crown Land, Public Works Department, 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

8th August.	
TELEGRAPHIC TRANSFER	1.95
Bank Bills, at 30 days sight	1.95
Bank Bills, at 60 days sight	1.95
Credit, at 4 months sight	1.95
Documentary Bills, 4 months sight	1.95
ON LONDON	
Bank Bills, on demand	2.55
Credit, at 4 months sight	2.55
ON GERMANY	
On demand	1.85
ON NEW YORK	
Bank Bills, on demand	4.45
Credit, 60 days sight	4.45
ON HONGKONG	
Telegraphic Transfer	1.84
Bank, on demand	1.84
ON SHANGHAI	
Bank, at sight	7.25
Private, 30 days sight	7.25
ON YOKOHAMA	
On demand	.87
ON MANILA	
On demand	Nominal.
ON SINGAPORE	
On demand	Nominal.
ON BATAVIA	
On demand	1.07
ON HAIKOW	
On demand	1.4 p.m.
ON SAIGON	
On demand	1 p.m.
ON HONGKONG	
On demand	60
GOVERNMENT, 100 days sight	\$11.50
GOVERNMENT, 100 days sight	\$11.50
GOVERNMENT, 100 days sight	\$11.50
GOVERNMENT, 100 days sight	\$11.50

OPIUM.

8th August.	
Quotations are—	Allow for not to 1 cent.
Malwa New	\$880 to
Malwa Old	\$1040 to
Malwa Older	\$1040 to
Malwa V. Old	\$1040 to
Porton Quality	\$880 to
Porton Extra	\$880 to
Patana Old	\$1040 to
Patana New	\$1040 to
Patana Old	\$1040 to
Patana New	\$1040 to
Patana Old	\$1040 to
Patana New	\$1040 to

VESSELS EXPECTED.

THE INDIAN MAIL.
The steamer *Arcturion* from Calcutta, left Singapore for this port on the 6th inst., a.m.
The Indo-China steamer *Latona* left Calcutta for this port, via the Straits, on the 1st inst., and may be expected here on the 17th inst.
THE GERMAN MAIL.
The Imperial German mail steamer *Sachsen* left Colombo on the 8th inst., a.m., and may be expected here on the 19th inst.
THE CANADIAN MAIL.
The C.P.R. steamer *Empress of India* left Vancouver on the 27th ult., p.m., for Hongkong, via the usual ports of call.
THE AMERICAN MAIL.
The O. & O. steamer *Doris* left San Francisco for this port, via Honolulu, &c., on the 23rd ult.
The N.Y.K. steamer *Kongshin Maru* (Hombay Line) left Kobe via Moji for this port on the 2nd inst., p.m.
The N.Y.K. steamer *Inaba Maru* (European Line) left Singapore for this port on the 6th inst., a.m., and is expected here to-day, a.m.
The N.D.L. steamer *Konigsberg* from Calcutta, left Singapore for this port on the 5th inst., p.m., and was expected here to-day, at daylight.
The N.Y.K. steamer *Kumano Maru* (Australia Line) left Manila for this port on the 8th inst., and is expected here to-day.
The O.S.S. steamer *Antick* left Singapore on the 5th inst., p.m., and is expected here to-day.
The O.S.S. steamer *Ayas* left Moji on the 7th inst., and is expected here to-day.
The T.K.K. steamer *Zohella* from Calcutta, left Singapore on the 8th inst., p.m., and is expected here to-day, at about 2 p.m.
The C.N. steamer *Sungking* left Manila for this port on the 8th inst., and is expected here to-morrow, at daylight.
The C.N. steamer *Changsha*, from Australian ports, left Port Darwin for this port, via Manila, on the 5th inst., and is expected here on the 16th inst.
The C.C. steamer *Lothian* left San Francisco on the 29th ult.
The Boston Tow Boat Co.'s steamer *Lyra* left Victoria for Yokohama and the usual ports on the 26th ult., and is due to arrive at this port on the 15th inst.
The N.P. steamer *Olympia* left Tacoma on the 3rd inst., a.m., for Yokohama and the usual ports.
The P. & A. steamer *Indrapura* arrived at Yokohama at 7 p.m. on the 29th ult., and may be expected here to-morrow.
The E. & A. steamer *Eastern* left Sydney on the 5th inst., for this port, via Queensland ports.

STEAMERS PASSED THE CANAL.
7th July—*Patohall*, *Indrapura*, *Manchuria*, *Vernon*, 10th—*Bencorick*, *Clareville*, *Tenar*, *Mimosa*, 14th—*Konigsberg*, *St. Irene*, *Haddon*, 17th—*Nubia*, *Kintuck*, *Veneta*, *Ningbo*, 18th—*Patohall*, *Indrapura*, *Manchuria*, *Vernon*, 21st—*Bencorick*, *Clareville*, *Tenar*, *Mimosa*, 24th—*Konigsberg*, *St. Irene*, *Haddon*, 27th—*Nubia*, *Kintuck*, *Veneta*, *Ningbo*, 30th—*Patohall*, *Indrapura*, *Manchuria*, *Vernon*, 31st—*Bencorick*, *Clareville*, *Tenar*, *Mimosa*, 3rd Aug.—*Konigsberg*, *St. Irene*, *Haddon*, 6th Aug.—*Nubia*, *Kintuck*, *Veneta*, *Ningbo*, 7th—*Patohall*, *Indrapura*, *Manchuria*, *Vernon*, 10th—*Bencorick*, *Clareville*, *Tenar*, *Mimosa*, 14th—*Konigsberg*, *St. Irene*, *Haddon*, 17th—*Nubia*, *Kintuck*, *Veneta*, *Ningbo*, 18th—*Patohall*, *Indrapura*, *Manchuria*, *Vernon*, 21st—*Bencorick*, *Clareville*, *Tenar*, *Mimosa*, 24th—*Konigsberg*, *St. Irene*, *Haddon*, 27th—*Nubia*, *Kintuck*, *Veneta*, *Ningbo*, 30th—*Patohall*, *Indrapura*, 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